



Las Vegas BUILDING LAS VEGAS INTO A WORLD-CLASS CITY GROWTH WATCH

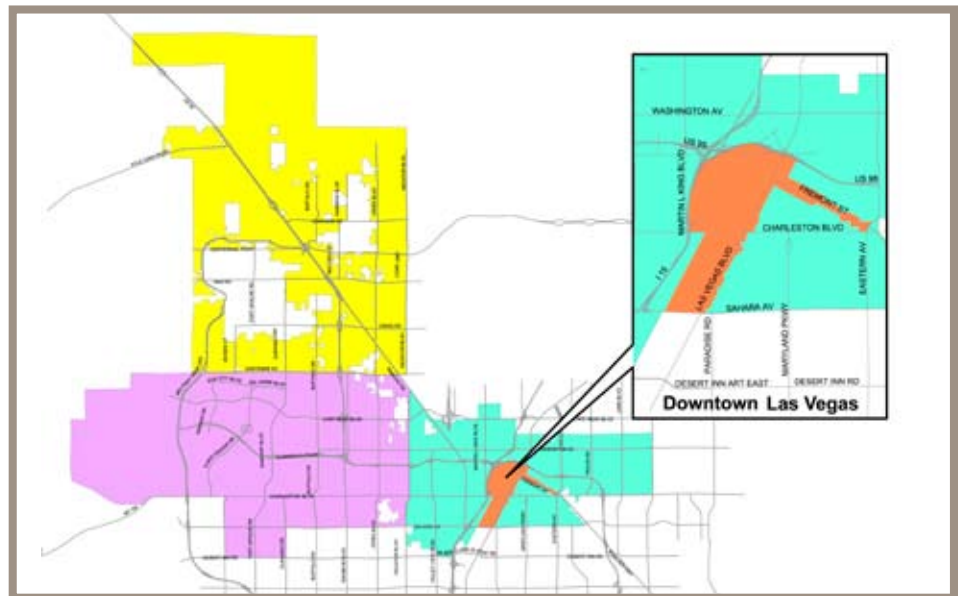
Oh, Give Me Land, Lots of Land*

UNDEVELOPED LAND WITHIN THE CITY

The unprecedented growth in the city of Las Vegas and the valley resulted in the rapid consumption of undeveloped land within the Bureau of Land Management (BLM) disposal boundary. In 2006, estimates of the length of time that the supply of undeveloped land would last within the valley ranged from only six to eight years. To meet the anticipated demand, proposals were developed to extend the BLM disposal boundary by the city and other valley municipalities. However, the recent economic downturn provides the opportunity to reassess the pace and manner of development of the available vacant land in the valley.

Recent surveys by the city of Las Vegas indicate that nearly 23,000 acres of undeveloped land exist within city boundaries, roughly equivalent to the total area of Summerlin. While the majority of this undeveloped land is within existing master-planned communities or has been set aside for recreation and open space, over 7,600 acres remains for future development. Assessing the quantity, use and location of this acreage is integral to planning how to use this resource more efficiently and effectively.

*Lyrics, "Don't Fence Me In," by Cole Porter



Source: City of Las Vegas Planning & Development Department

THE SOUTHEAST SECTOR

Within the densely urbanized Southeast Sector area of the city there is approximately 700 acres of undeveloped land. Similar to any urban core area, many of these parcels are within sections or neighborhoods that are ripe for redevelopment.

There are two residential areas in the Southeast Sector that feature a cluster of vacant residential parcels. The Johnson Park neighborhood, located north of Lake

Mead Boulevard between Martin Luther King Boulevard and Revere Street, has over 60 vacant residential parcels within a one square-mile area. A section of the West Las Vegas neighborhood, located east of H Street and south of Owens Avenue, includes 33 lots that are designated for multifamily development and over 70 vacant lots that are designated for mixed-use development.

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What are Form-Based Codes?

Is there a better way to present a city's zoning code? One that is not only clear and understandable to everyone, but results in better development that mirrors the community's vision? The city of Las Vegas Planning & Development Department is exploring whether form-based codes are a solution for a simpler, clearer zoning code.

As the name suggests, form-based codes seek to regulate the form of the built environment. To get a mental "picture" of form, imagine a group of buildings located on a city block. Picture how each

building is placed on the block. Where is the parking located? Are the building entrances near the sidewalk? Are there several types of buildings on the block that can accommodate different types of uses? Is the front of the building inviting? These are just some of the visual aspects that are emphasized in a form-based code.

This new approach builds on the idea that a community's physical form is its most enduring characteristic, particularly the appearance and qualities of the public spaces, and the places created by buildings.

In contrast, conventional zoning typically seeks to control land use and density, but is largely silent on matters of form beyond the most basic height, floor-area ratio, and setback limits for individual



Form-based code illustrating a typical 126' right-of-way.

buildings. This type of zoning code is mostly reliant on explaining the rules in text form only.

Conversely, form-based codes rely heavily on the use of visual examples such as illustrations and photographs with supporting text to explain development regulations.

The Planning & Development Department

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GIVE ME LAND — CONTINUED FROM PAGE 1

Within the Downtown Centennial Plan area, there is a concentration of vacant commercial parcels in the Arts District, and another cluster of vacant commercial parcels to the north and west of the Stratosphere. Moving further out from the downtown area, there is a concentration of vacant commercial parcels along Martin Luther King Boulevard north of the US 95 freeway, and several large undeveloped parcels along Rancho Drive.

SOUTHWEST SECTOR

The Southwest Sector area of the city of Las Vegas has the least amount of vacant land available for development outside of existing master-planned communities, with 421 acres of land available for development. Undeveloped parcels within the Southwest Sector are generally scattered fairly evenly throughout the sector area. The largest concentration of undeveloped residential parcels is located south of Charleston Boulevard between Durango Drive and Rainbow Boulevard; approximately 55 undeveloped residential parcels with a DR (Desert Rural) land use designation are located within this area. Undeveloped commercial parcels are generally limited to the principal arterial roadways.

CENTENNIAL HILLS SECTOR

The Centennial Hills Sector area contains over 6,500 acres of undeveloped land, excluding parcels within approved master-planned communities and the area north of Moccasin Road. The largest concentration of undeveloped parcels is located within the Town Center area, although a number of these parcels have entitlements. A number of undeveloped residential parcels are concentrated along the length of the Jones Boulevard corridor; outside of Town Center while most undeveloped commercial parcels are located along the Rancho Drive corridor.

INFILL DEVELOPMENT

Production builders typically avoid infill parcels due to the perceived challenges of lot assembly, construction staging and site preparation. This leads to developers seeking undeveloped land on the periphery of the urban area, perpetuating the pattern of sprawl. While "greenfield" production may result in a more affordable housing product based solely on unit production cost, it fails to account for associated costs borne by the local governments and the public such as the extension and maintenance of infrastructure, increased traffic congestion, fuel consumption and air

quality impacts. While infill development may require additional logistics, there are long-term benefits that result from being able to utilize existing infrastructure, tie into the existing street network, and support existing transit lines.

While there are benefits that encourage infill development, demographics and changing market conditions demand it. In a 2004 survey by the National Association of Realtors and Smart Growth America, 55 percent of prospective homebuyers wanted a home with a mix of single-family and other higher density housing, sidewalks, shops, schools, and public transit within walking distance. As the majority of developed housing product is detached and vehicle dependent, the survey suggests that there is a large share of the market that is underserved and that there is a significant demand for infill product.

Ultimately, vacant land is a limited resource and development in the valley won't continue in the same, expansive manner that it has historically. Identifying vacant parcels within the existing disposal boundary, and using those parcels efficiently, is a necessary course of action in the continued development of Las Vegas.



Two Elements Added to the LAS VEGAS 2020 MASTER PLAN

The Las Vegas City Council adopted two elements of its master plan on Aug. 6, 2008. The School Facilities and Community Design Elements are two of 18 master plan elements that are required by state of Nevada statute.

The **School Facilities Element** describes the school systems and facilities located in the city of Las Vegas and sets forth goals, policies and programs that encourage decision-makers to provide support for these facilities and ensure that they are easily accessible to the public. The element encourages a joint planning effort between the city of Las Vegas and the Clark County School District. The

city will coordinate the notification of a proposed school's neighborhood prior to its design and development to ensure community involvement. The city's zoning code, Title 19, is proposed to be amended to require a special use permit and site development review for primary and secondary schools located within the city. Lastly, the city supports the design of community schools to enable public use of school recreational facilities and open space.

The **Community Design Element** of the Las Vegas 2020 Master Plan replaces the original Urban Design Element which was adopted in April 1992. Since 1992, the

city has implemented several programs considering urban design matters in the city's zoning and subdivision regulations, and development and design standards. Urban design guidelines have been developed for street, highway, trail, transit and parking facilities, housing programs, historic districts and sites. Finally, landscape standards have been developed for public and private projects. The practice of urban design has evolved to embrace provisions for citizens' health and safety, and environmental sustainability through sound resource conservation and management practices.

For more information about these elements, contact Planning Manager Flinn Fagg, Planning & Development Department at (702)229-6301. The elements will be posted on the city Web site, www.lasvegasnevada.gov, in the near future.

Keeping an Eye on Development Agreements

Development agreements are formal agreements between the city of Las Vegas and master plan developers that include the terms and conditions required of both for the future development and completion of a project. The Planning & Development Department is responsible for administering the agreement process with assistance from the City Attorney's Office, as well as for subsequent reviews to ensure the terms of agreement are being met.

Development agreements are used to ensure that a project will be constructed within a reasonable time frame and that the project's infrastructure and community amenities are also built according to the agreement terms and schedule.

Nevada Revised Statutes stipulate that

if a development agreement is used, it must include:

- A description of the subject property.
- The duration of the agreement.
- Permitted uses of the land.
- The density or intensity of uses.
- The maximum height and size of proposed buildings.
- Provisions for the dedication of land for public use.

The city's zoning code, Title 19, requires the Planning Commission to review a pending development agreement to ensure that it is consistent with the policies and programs contained in the city's master plan. Once the commission has recommended approval, an ordinance is created and both the ordinance and the development agreement are reviewed and adopted by City Council and recorded.

The city and the developer are subject to an agreement's terms for its entire duration. The city reviews a development for compliance every two years and may change or terminate an agreement if the terms are not being met.

Development	Effective Dates
Mountain Spa (Silverstone Ranch)	1991 to 2021
Summerlin Village 8	1993 to 2013 or until all obligations fulfilled
Summerlin Villages 10, 11, 12, 26	1994 to 2024 or until all obligations fulfilled
Summerlin West	1997 to 2027
Triad Summerlin Village Center	2001 to 2031
Montecito Town Center	2002 to 2017
Grand Teton Village	2003 to 2018
Cliffs Edge (Providence)	2004 to 2014
El Capitan	2004 to 2014
Kyle Canyon	2007 to 2027
College of Southern Nevada	2008 to 2038



Improved Public Notification Process

REVISIONS ENSURE BETTER PUBLIC COMMUNICATION

The Las Vegas City Council has adopted changes to the municipal code that make public notification mailing requirements consistent for all types of land use applications to be heard at both the Planning Commission and City Council meetings.

In the past, some types of City Council hearing notices were published in the

newspaper but not mailed to nearby residents.

Previously, Title 19 listed public notice requirements for Planning Commission hearings, but did not require mailings for all applications that are forwarded to City Council. Now public hearing mailings are required for the following applications heard by City Council:

- General Plan Amendments
- Rezonings
- Site Development Plan Reviews
- Special Use Permits
- Variances

All notices are mailed to property owners as shown in the current Clark County assessor's files within 1,000 feet of subject properties and representatives of all of the

city-registered neighborhood associations within one mile of the applicant property. A copy of the ordinance which includes the complete information about the public notification requirements by entitlement application type is available as part of the Aug. 6, 2008 City Council meeting agenda at www.lasvegasnevada.gov.

City of Las Vegas
Planning & Development Department
Development Services Center
731 S. Fourth Street
Las Vegas, Nevada 89101-2986

Return Service Requested
Official Notice of Public Hearing

☐ I SUPPORT this Request ☐ I OPPOSE this Request

Please use available blank space on card for your comments.

Still Time to Enter the Mayor's Urban Design Awards

CITY OF LAS VEGAS INVITES EVERYONE TO SUBMIT NOMINATIONS

The city of Las Vegas will again honor exceptional urban design through the third annual Mayor's Urban Design Awards (MUDA). Nominations for the awards, which will recognize projects that foster the city's commitment to sustainability and livability, are being accepted through Oct. 30, 2008.

Nomination forms are available at the front counter at the Development Services Center located at 731 S. 4th St. or online at www.lasvegasnevada.gov/planning or [MUDA_NominationForm_2008.pdf](http://www.lasvegasnevada.gov/MUDA_NominationForm_2008.pdf). Anyone is invited to nominate projects; however the project must be located within city limits and be completed by Dec. 31, 2008, to qualify for the award.

The awards recognize projects that cultivate walkways and streets that are shared public spaces, promote safety, conserve resources, preserve historic buildings and places, seamlessly link to their surroundings or are pedestrian friendly. The four categories are buildings and their environs, public places, historic preservation and public art.

The awards will be presented at the State of the City Address in January 2009 by Mayor Oscar B. Goodman.

"For the third year now, we will be honoring some of our city's exceptional designs," Mayor Goodman said. "This year's and previous award winners together enrich our multifaceted community and

are a big part of creating a world-class city."

A five-member committee will review and rank the submissions for recommen-

dation to Mayor Goodman, who will select the award winners. The Planning & Development Department is providing staff support to the program and the volunteer committee.

For more information about the MUDA award nomination process, please contact Urban Design Coordinator Yorgo Kagafas, AICP, at 229-6196.



2007 MUDA winners Morelli House, for Historic Preservation (top) and Newport Lofts, for Buildings and Their Environs (below).

2007 MUDA Winners

Buildings and Their Environs:	Newport Lofts
Public Places:	Las Vegas Springs Preserve
Public Art:	Betty Willis (Lifetime Contribution to Las Vegas, Iconic Neon Signage)
Historic Preservation:	The Morelli House



FORM-BASED CODE – CONTINUED FROM PAGE 2

ment is studying ways to use these visual aid techniques to enhance and improve the city's current text-based zoning code, Title 19.

Form-based codes and their variations can be used to combine sustainable planning concepts such as Smart Growth, New Urbanism and Transit-Oriented Development in a clear, easily understood format. The city of Las Vegas has embraced sustainability in its Sustain Las Vegas Policy and in the Community Design Element (http://www.lasvegasnevada.gov/files/Community_Design_Element.pdf) of the Las Vegas 2020 Master Plan. The city encourages sustainable growth and development by focusing on walkable neighborhoods, convenient access to transportation, a diverse mix of uses and the preservation of downtown and older neighborhoods.

What are the benefits of a form-based code?

- *Pictures tell the story:* Form-based codes are more readily understood by those who are not routinely involved with land use or development related professions and who may be unfamiliar with the unique terminology and regulations.
- *Easy-to-find information:* Form-based codes present all the relevant information in one location of the document.
- *Great for mixing uses:* Form-based

codes support a mix of uses from different categories, especially in town centers, without requiring extra processes and additional hearings.

- *Streamlined process:* The clarity of its format and intent can lead to a more streamlined approval process, potentially reducing time and cost.

What are the characteristics of a form-based code?

Zoning Districts – Typical form-based codes are defined by districts, neighborhoods and major transportation corridors. They would be characterized by their density and degree of urbanization – from rural open space to high-density town centers. All commonly regulated dimensions and features such as building bulk, street lighting, sidewalks, parking and landscaping would be linked to the different districts.

Uses – Form-based codes encourage bringing destinations or places that people gather in large numbers to work, shop and/or play closer to home or easily traveled to. Neighborhoods would have an array of housing that meet the needs of various lifestyles, ages and incomes.

Design – Greater attention is given to streetscapes and the design of public spaces, and the role of individual buildings in shaping these public spaces. Form-based codes recognize how critical these public spaces are in creating and defining a “place.”

What is the timeline?

The Planning & Development Depart-

ment will host education forum in the fall of 2009 to introduce form-based codes to the Las Vegas community and its core customers. A draft of the proposed changes to Title 19 is planned for review in late 2009.

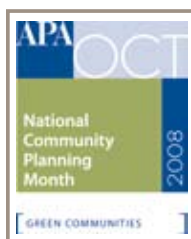
Another Large Sunbelt City

El Paso, Texas, approved [its] SmartCode in late July as an optional alternative to the city's conventional zoning and subdivision codes. With a population of 609,000, El Paso is believed to be the largest city in the US to have adopted the SmartCode. “With the price of gas climbing, having a higher density is the way to go,” said Ann Lilly, representing the city's West Side. The city worked with PlaceMakers for six months to tailor the code to the 21st-largest city in the US.

John Neal, special projects manager for the city manager, said one developer is considering using the code to start a new urbanist project on El Paso's West Side. On greenfield sites, the city is requiring a minimum of 80 acres for development under the new code. Neal says the 80-acre minimum was established so that development will have the best possible chance of fulfilling New Urbanism's principles.

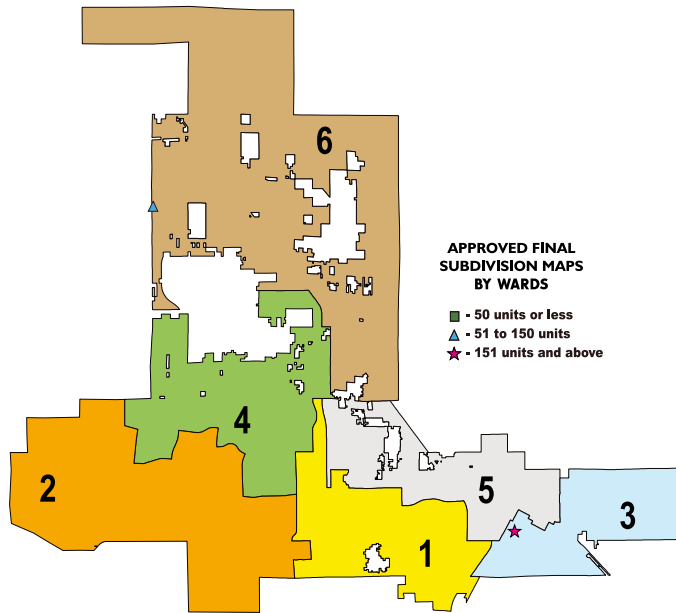
New Urban News, September 2008 (Vol. 13, No. 6),
New Urban Publications, Ithaca, NY 14850, www.newurbannews.com. Reprinted with permission.

Las Vegas Proclaims October as Community Planning Month



Planning Commission Chair Byron Goynes (second from right) accepted the 2008 National Community Planning Month Proclamation from the city of Las Vegas Mayor, City Council and Planning & Development Director M. Margo Wheeler, AICP (fourth from right). Also present were Planning Commissioners Vicki Quinn and Richard Truesdell (third and fourth from left).

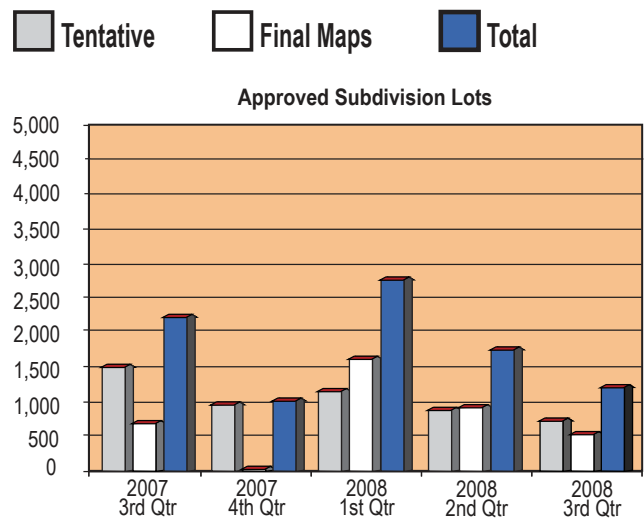




Leading Economic Indicators For Clark County

"Amid the current chaotic financial convulsions we find the Southern Nevada economy continuing its downward swing. Indeed, the Southern Nevada Index of Leading Indications gave a correct signal in the second half of 2007. We are in recession. We currently see no signal of upturn, leaving us to conclude that the first half of 2009 will see a continuation of a recession."

Source: UNLV Center for Business and Economic Research, September 2008



Source: city of Las Vegas

Approved Subdivision Lots			
	Tentative Maps	Final Maps	Total
3rd Qtr-2007	1,744	814	2,558
4th Qtr-2007	970	25	995
1st Qtr-2008	1,177	1,626	2,803
2nd Qtr-2008	886	889	1,775
3rd Qtr-2008	608	430	1,038
% Chg Last Qtr	-31.4	-51.6	-41.5
% Chg Last Year	-65.1	-47.2	-59.4

Leading Economic Indicators						
CLARK COUNTY SERIES	DATE	UNITS	LATEST PERIOD	CHANGE PREVIOUS PERIOD	CHANGE YEAR AGO	CONTRIBUTION TO INDEX *
RESIDENTIAL BUILDING						
Units Permitted	Jul-08	#Units Permitted	1,166	-51.66%	26.05%	0.077%
Permit Valuation	Jul-08	Dollars	\$ 108,746,568	-45.20%	-10.01%	0.050%
COMMERCIAL BUILDING						
Permits	Jul-08	#Units Permitted	74	29.82%	-27.45%	0.035%
Permit Valuation	Jul-08	Dollars	\$ 221,701,922	120.32%	43.31%	0.094%
TAXABLE SALES	Jul-08	Dollars	\$ 2,804,710,239	-10.43%	-4.89%	-0.160%
McCARRAN AIRPORT	Jul-08	Passengers Enplaned/Deplaned	3,923,469	1.17%	-8.62%	-0.082%
GALLONS OF GASOLINE	Jul-08	Thousands of Gallons	69,378,157	7.39%	-1.65%	0.063%
GROSS GAMING REVENUE	Jul-08	Dollars	\$ 819,682,985	1.69%	-15.03%	-0.034%
CONVENTIONS HELD						
Visitor Volume	Jul-08	People	3,222,456	1.35%	-4.61%	-0.145%
Attendance	Jul-08	People	264,197	-39.69%	0.62%	-0.006%
OVERALL CHANGE IN LEADING INDICATOR **	Sep-08		130.44	-0.11%	-2.29%	-0.11%

* The contribution to the index is a net-weighted average of each series after adjustment for seasonal variation.

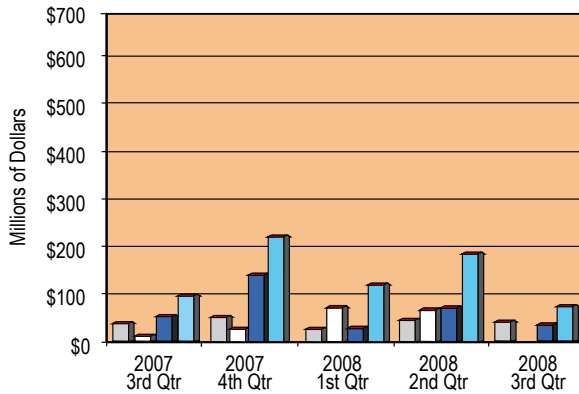
** The index is a six-month forecast (January 1, 2009) from the month of the data (July 1, 2008) and four months from the month of the series (September 1, 2008).

Source: UNLV Center for Business and Economic Research



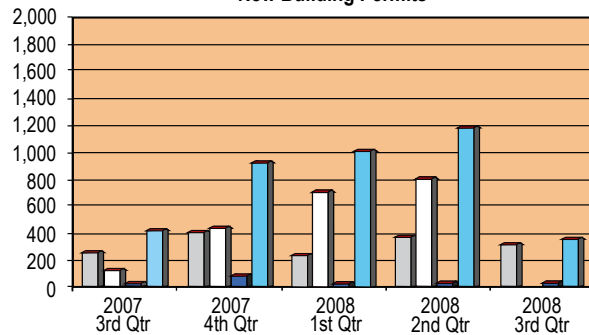
Single Family
 Multi-Family
 Commercial
 Total

New Permit Valuation



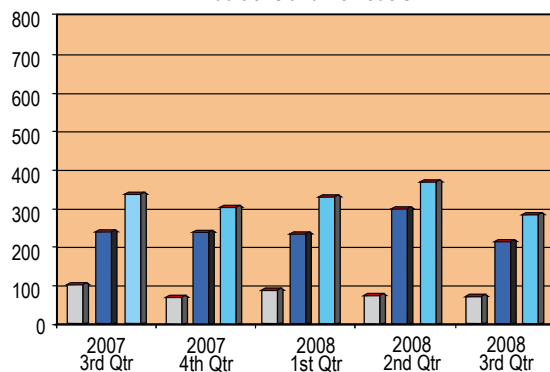
New Permit Valuation				
	Single Family	Multi-Family	Commercial	Total
3rd Qtr-2007	\$ 34,566,553	\$ 9,239,416	\$ 50,737,675	\$ 94,543,644
4th Qtr-2007	\$ 52,723,002	\$ 26,997,806	\$ 140,630,345	\$ 220,351,153
1st Qtr-2008	\$ 27,554,305	\$ 70,005,634	\$ 23,145,334	\$ 120,705,273
2nd Qtr-2008	\$ 41,809,724	\$ 64,442,112	\$ 74,293,054	\$ 180,544,890
3rd Qtr-2008	\$ 34,463,322	\$ -	\$ 23,224,450	\$ 57,687,772
% Chg Last Qtr	-17.6	-100.0	-68.7	-68.0
% Chg Last Year	-0.3	100.0	-54.2	-39.0

New Building Permits



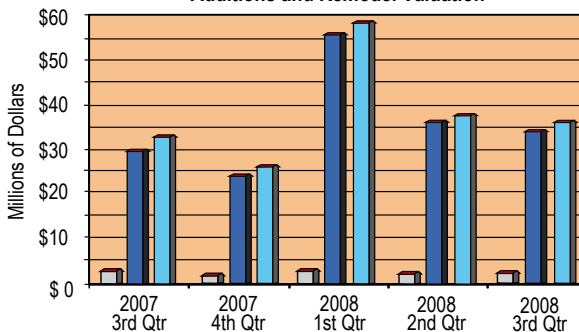
New Building Permits				
	Single Family	Multi-Family	Commercial	Total
3rd Qtr-2007	263	127	35	425
4th Qtr-2007	411	435	84	930
1st Qtr-2008	251	739	23	1,013
2nd Qtr-2008	367	797	23	1,187
3rd Qtr-2008	321	-	15	336
% Chg Last Qtr	-12.5	-100.0	-34.8	-71.7
% Chg Last Year	22.1	100.0	-71.7	-20.9

Additions and Remodels



Additions and Remodels			
	Single Family	Commercial	Total
3rd Qtr-2007	99	238	337
4th Qtr-2007	69	237	306
1st Qtr-2008	90	238	328
2nd Qtr-2008	72	301	373
3rd Qtr-2008	69	210	279
% Chg Last Qtr	-4.2	-30.2	-25.2
% Chg Last Year	-30.3	-11.8	-17.2

Additions and Remodel Valuation



Additions and Remodel Valuation			
	Single Family	Commercial	Total
3rd Qtr-2007	\$ 2,630,430	\$ 29,762,596	\$ 32,393,026
4th Qtr-2007	\$ 2,012,455	\$ 24,212,312	\$ 26,224,767
1st Qtr-2008	\$ 2,914,131	\$ 55,869,521	\$ 58,783,652
2nd Qtr-2008	\$ 2,065,200	\$ 35,808,469	\$ 37,873,669
3rd Qtr-2008	\$ 2,128,605	\$ 33,357,509	\$ 35,486,114
% Chg Last Qtr	3.1	-6.8	-6.3
% Chg Last Year	-19.1	12.1	9.5

Source: city of Las Vegas (including subdivision information)



Susan Martinovich Director Nevada Department of Transportation

Susan Martinovich has worked for the Nevada Department of Transportation (NDOT) for more than 25 years. As director she is responsible for the daily operations of a department that has an annual operating budget of \$674 million and 1,700 employees.

Starting as a rotation engineer, she became familiar with the operations of NDOT. She was then promoted into the bridge division, where she was responsible for the design of several structures throughout the state. After six years, she was promoted to the design division, where, as principal design engineer, she was responsible for the early development of many of the major new freeway projects currently under construction. After six years, she was promoted to the director's office as assistant director of engineering. In that position, Martinovich was responsible for all of the pre-construction engineering divisions, including design, bridge, traffic, safety, right of way, location, and environmental. Prior to her appointment as director, she served as NDOT's deputy director/ chief engineer.



Susan Martinovich, director Nevada Department of Transportation.

Martinovich is also involved in national activities in the areas of project management, safety, and research. She is actively involved in the American Association of State Highway Transportation Officials and serves as the chair of the Standing Committee on Research and the Leadership and Engineering Management Committee. She is also a member of many Transportation Research Board committees.

Martinovich has a bachelor's degree in civil engineering from the University of Nevada, Reno, and is a licensed professional engineer in Nevada and California. Ms. Martinovich is a native Nevadan and resides in Carson City with her husband and two sons.

RESOURCES

Planning & Development Department:
www.lasvegasnevada.gov/Planning

Development Services Center:
www.lasvegasnevada.gov/DSC

Historic Preservation
www.lasvegasnevada.gov/HPC

Maps:
www.lasvegasnevada.gov/maps

Sustaining Las Vegas:
www.lasvegasnevada.gov/sustaininglasvegas



Las Vegas GROWTH WATCH



City of Las Vegas

Planning & Development Department

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Councilwoman Lois Tarkanian, Ward 1

Councilman Steven D. Ross, Ward 6

Councilman Ricki Y. Barlow, Ward 5

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Orlando Sanchez

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Deputy Director Tom Perrigo, AICP

GROWTH WATCH is published quarterly by the city of Las Vegas Planning & Development Department.

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